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FROM: John Crocker

DATE: February 26, 2008

SUBJECT: Modeling of Concept 3 Potential Guidelines

This document is to present some potential frameworks for modeling of the Transit Planning Board's Concept 3 that has been released to the public for comment. Part of the ongoing technical work is to examine potential ridership using the ARC model as it is currently approved. This document is intended to describe some of the frameworks and background assumptions undergirding this modeling process.

1. **Assume ARC 2030 Land Use Patterns** – Any modeling of Concept 3 will not change the underlying land use assumptions of the adopted ARC model for one primary reasons - the TPB is interested in obtaining an order of magnitude of the potential impact of Concept 3 on the Atlanta region's transportation system with the understanding that should portions of the Concept 3 move forward, they will be subject to the more rigorous process of phasing and time frames during the next RTPB update.
2. **Assume Adopted RTP Roadway Network** – Concept 3 proposes no significant changes to the roadway infrastructure that will impact the model and assumes bus routes will use the 2030 RTP street network.
3. **Mode Coding** – Attempt to the greatest extent possible to use the existing mode codes that exist in the current ARC model to avoid the need to create new modal codes. For all modes that are non-local bus routes or routes that do not currently exist, mode coding is suggested to be as follows in Table 1:

*Table 1 – Suggested Model Coding for Transit links*

Concept 3 Mode	Code #	Rationale
Heavy Rail	15	This is current coding for the existing heavy rail service
LRT / Streetcar	15	This is the current coding in the E6 model for this type of service
I-20 East Busway routes	18	Only those bus routes that operate within the exclusive guideway
All-Day Freeway Bus	X8	Bus routes that operate all day service with off-peak less than 30 minutes within a managed lane will be coded as an X8

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		with the primary number determined by operation within jurisdiction or express bus routes operating in an exclusive buslane for most of their route.
Express Bus Routes	X6	Specific coding depends on operator with this code reserved for peak-period buses.
Commuter Rail	53	Current coding in the E6 model for this mode
Regional Suburban Bus	57	These routes do not exist, but are intended to be limited stop, arterial routes and the definition of “Arterial Express Bus” fits most closely the intended service type. Coded as a state route because of potential state operation in a cross-jurisdictional environment.
Arterial BRT	X9	If the route is entirely within the service area of an existing operator, it will be coded as operated by the operator (i.e. Campbell Road = 19). Otherwise, it would be coded as 59 to represent potential state operation in cross-jurisdictional environment.
Transitways	Dependent	For the two southern transitways and possibly the I-575 transitway, a coding of 57 might be appropriate given the uncertain nature of these projects at this time. A coding of 10 for the transitway around the Airport seems appropriate for its intended circulator function

4. **Modal Fares** – Fares are left unchanged from the adopted model file.
5. **Heavy Rail Routes** – Five MARTA Heavy Rail Routes are proposed each with a 10 minute peak and 15-minute off-peak:
  - a. Airport – Windward
  - b. Airport – Doraville
  - c. Southern Crescent Transportation Center – Lenox
  - d. I-285/MLK – Indian Creek
  - e. Bankhead – Edgewood / Candler Park
6. **Commuter Rail Routes** – Four commuter rail routes are proposed with stations as identified in the RL Banks update of the GDOT Commuter rail program:

Table 2 – Proposed Commuter Rail Routes

Route	Terminal 1	Terminal 2	Peak Headway	Off-Peak
Gainesville	Gainesville	SCTC	30	120
Athens/Griffin	Athens	Griffin	30	120
West	Bremen	SCTC	30	N/A
Southwest	Senoia	MMPT	30	N/A

7. **LRT / Streetcar Routes** – The proposed LRT / Streetcar routes are in Table 3. Those with values of “E6” mean no change from whatever value is encoded in the current E6 model.

Table 3 – Proposed LRT / Streetcar routes

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Route <sup>1</sup>	Terminal 1	Terminal 2	Peak Headway	Off-Peak
M BELT	E6	E6	E6	E6
ATL STRCAR	E6	E6	E6	E6
LR TCTR_GWPL	Town Center	Gwinnett Place	10	15
LR TCTR_DT	Town Center	Downtown (Streetcar and Loop)	10	15
LR SMYR_GWPL	Smyrna Town Center	Gwinnett Place	10	15
LR MAR_DEC	Marietta	Decatur via Emory	10	15
M LINDEMOR	Lindbergh	Decatur via Emory	E6	E6
ATLSTRCARLOO	E6	E6	E6	E6

8. Freeway BRT / Express Bus – The proposed Freeway BRT / Express Bus routes are in Table 4. Those with values of “E6” mean no change from whatever value is encoded in the current E6 model.

*Table 4 – Proposed Busway / Freeway BRT / Express Bus Routes*

Route <sup>2</sup>	Terminal 1	Terminal 2	Peak	Off-Peak	Comments
110A_BRT ST	Garnett	Conyers	E6	E6	Extended to end of Busway
110B_BRT ST	Garnett	Conyers	E6	E6	Extended to end of Busway
C100	Busbee	Downtown	30	N/A	Existing 2007 Express Service, mode = 26 since operated with CCT fares
C102	Acworth P&R	Arts Center	30	N/A	Existing 2007 Express Service, mode = 26 since operated with CCT fares
C480	Acworth P&R	Downtown	30	120	Existing 2007 Express Service, mode = 26 since operated with CCT fares
C481	Busbee P&R	Arts Center	30	N/A	Existing 2007 Express Service, mode = 26 since operated with CCT fares
C-100DB	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100DB(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100DX	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100MA	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100MA(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100MB	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100MB(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100P2	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-100P2(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-101DX	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-101M	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour

<sup>1</sup> Route Name from E6 2030 “2030 E6 Transit Boardings\_080207 Model Run.xls”

<sup>2</sup> Route Name from E6 2030 “2030 E6 Transit Boardings\_080207 Model Run.xls”

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					express bus service
C-101M(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-102MX	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-104M	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-104M(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-105P	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-105P(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-106M2	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-106M2(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-109D	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
C-109D(R)	N/A	N/A	N/A	N/A	Replaced with LRT service and complementing peak hour express bus service
GW101	N/A	N/A	N/A	N/A	Replaced with Gainesville Commuter rail service
GW101A	N/A	N/A	N/A	N/A	Replaced with Gainesville Commuter rail service
GW102	N/A	N/A	N/A	N/A	Replaced with Gainesville Commuter Rail service and NW LRT
GW102A	N/A	N/A	N/A	N/A	Replaced with Gainesville Commuter Rail service and NW LRT
GW103	Discover Mills	Downtown	30	N/A	Reduced because of complementary Commuter rail service
GW104A	Drowning Creek / S.R. 316	Downtown	N/A	N/A	Replaced with Athens Commuter Rail Service
GW104B	Collins Hill / S.R. 316	Downtown	N/A	N/A	Replaced with Athens Commuter Rail Service
GR 400 D	E6	E6	E6	E6	
GR 400 NS	Cumming	Windward	E6	E6	End point changed from North Springs Station to Windward Station on the North Springs Extension
GR 408	E6	E6	E6	E6	Change Mode = 57 since runs primarily on arterials
GR 409	E6	E6	E6	E6	Change Mode = 57 since runs primarily on arterials
GR 409B	E6	E6	E6	E6	Change Mode = 57 since runs primarily on arterials
GR 410	E6	E6	30	N/A	Reduced because of complementary Commuter rail service. Change mode = 46 since peak hour only and operated with Gwinnett County fares
GR 412	E6	E6	30	N/A	Reduced because of complementary Commuter rail service. Change mode = 46 since peak hour only and operated with Gwinnett County fares
GR 412 OP	N/A	N/A	N/A	N/A	Reduced because of complementary Commuter rail service. Change mode = 46 since peak hour only and operated with Gwinnett County fares
GR 412 OP(R)	N/A	N/A	N/A	N/A	Reduced because of complementary Commuter rail service. Change mode = 46 since peak hour only and operated with Gwinnett County fares
GR 412 (R)	N/A	N/A	N/A	N/A	Reduced because of complementary Commuter rail service. Change mode = 46 since peak hour only and operated with Gwinnett County fares
GR 413	Lawrenceville Commuter	Perimeter Center	E6	E6	Terminal in Gwinnett changed from Collins Hill Road to the Lawrenceville Commuter Rail Station

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	Rail				
GR 415	Gainesville	Downtown	N/A	N/A	Replaced with Gainesville Commuter Rail Service
GR 428	Panola Road	Perimeter	E6	E6	
GR 430	McDonough	Downtown	30	N/A	Maintained as part of Macon Commuter Rail ROD
GR 430 M	N/A	N/A	N/A	N/A	Maintained as part of Macon Commuter Rail ROD
GR 430 (R)	N/A	N/A	N/A	N/A	Maintained as part of Macon Commuter Rail ROD
GR 431	McDonough	Midtown	30	N/A	Maintained as part of Macon Commuter Rail ROD
GR 432	Stockbridge	Downtown	30	N/A	Maintained as part of Macon Commuter Rail ROD
GR 433	Eagles Landing P&R	Downtown Atlanta	E6	E6	
GR 434	Morrow	Downtown	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 440 J	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 440 J(R)	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 440 S	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 440 S(R)	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 441	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 441 (R)	N/A	N/A	N/A	N/A	Replaced with Athens / Griffin commuter rail service
GR 442	Riverdale	Downtown	E6	E6	
GR 445A	Peachtree City	Downtown	N/A	N/A	Replaced with Senoia / MMPT Commuter rail service
GR 445B	Peachtree City	Downtown	N/A	N/A	Replaced with Senoia / MMPT Commuter rail service
GR 450 M	Newnan	Downtown	E6	E6	
GR 451	North Newnan	Downtown	E6	E6	
GR 455	Union City	Downtown	N/A	N/A	Replaced with Senoia commuter rail service
GR 460	Douglasville	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 460(R)	Douglasville	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 461	Douglasville	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 461 (R)	Douglasville	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 462	S.R. 5 Douglasville	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 463	Bright Star Road	Midtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 465A	Douglasville	HJ/AIA	E6	E6	
GR 465B	Douglasville	HJ/AIA	E6	E6	
GR 466	Thornton Road	Downtown	N/A	N/A	Replaced with Bremen commuter rail service
GR 470	Hiram / Powder Springs	Downtown	E6	E6	Existing 2007 Express Service, mode = 26 since operated with CCT fares
GR 470 (R)	Hiram / Powder Springs	Downtown	E6	E6	Existing 2007 Express Service, mode = 26 since operated with CCT fares
GR 475	N/A	N/A	N/A	N/A	Replaced with Commuter rail service
GR 488A	Cumberland	Perimeter Center	N/A	N/A	Replaced with I-285 LRT
GR 488B	Cumberland	Perimeter Center	N/A	N/A	Replaced with I-285 LRT
GR 490A	Canton	Downtown	E6	E6	
GR 490B	Woodstock	Downtown	E6	E6	
GR 492	Noonday Creek	Downtown	E6	E6	
GR 407	South Forsyth County	Perimeter Center	E6	E6	Mode = 56
GR 418	Hewatt Road	Downtown	E6	E6	Change mode = 46 since peak hour only and operated with

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					Gwinnett County fares
GR 420	Covington	Downtown	30	N/A	Express service extended further east because of fixed busway. Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 Busway.
GR 420 (R)	N/A	N/A	N/A	N/A	Express service extended further east because of fixed busway. Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 Busway
GR 421	Covington	Midtown	30	N/A	Express service extended further east because of fixed busway. Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 busway
GR 421 (R)	N/A	N/A	N/A	N/A	Express service extended further east because of fixed busway. Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 Busway
GR 422	N/A	N/A	N/A	N/A	Replaced with Busway Service
GR 423	N/A	N/A	N/A	N/A	Replaced with Busway Service
GR 426	Salem Road	Midtown	E6	E6	Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 Busway
GR 424	Salem Road	Downtown	E6	E6	Mode = 58 since even though peak hour only and no county based operator it is assumed to use the I-20 Busway
GR 427	Indian Creek	Cumberland	E6	E6	Mode = 56
GR 484KNSAW	Kennesaw	Doraville	N/A	N/A	Replaced with LRT System
140 MANSEL					Adjust to service new heavy rail stations and eliminate SR 400 portion. Mode = 14
140A MANSEL					Adjust to service new heavy rail stations and eliminate SR 400 portion. Mode = 14
143 WINWRDX	N/A	N/A	N/A	N/A	Replaced with Heavy rail Extension
143A WINDWRDX	N/A	N/A	N/A	N/A	Replaced with Heavy rail Extension
216 LTHNAXP	N/A	N/A	N/A	N/A	Replaced with Busway Service
216A LTHNXP	N/A	N/A	N/A	N/A	Replaced with Busway Service
GWHM*	Hamilton Mill	Downtown / Discover Mills	30	N/A	Mode = 46 since Gwinnett origin and peak hour only
GR McP*	McDonough	Perimeter / Doraville/ I-20 E Busway	30	N/A	Mode = 56 since no county based operator and cross-jurisdictional nature of service
GW DMSCTC*	Discover Mills	SCTC	30	N/A	Mode = 46 since Gwinnett origin and peak hour only
C BUSATL*	Busbee / Cumberland	Airport	30	N/A	Mode = 26 since Cobb origin and peak hour only

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9. Arterial BRT Routes – The proposed Arterial BRT routes are in Table 5. Those with values of “E6” mean no change from whatever value is encoded in the current E6 model.

Table 5 – Proposed Arterial BRT Routes

Route <sup>3</sup>	Terminal 1	Terminal 2	Peak	Off-Peak	Comments
15 SDEKALB	Decatur Station	S.R. 155 / S.R. 138	10	15	Extended from current terminus along S.R. 155 (Flat Shoals Parkway and Snapfinger Road) past Panola Mountain to the intersection of S.R. 155 and S.R. 138 where connection with Regional Suburban Route is possible. Mode = 19
5 SANDYSPR	Lindbergh Station	Dunwoody Station	10	15	Mode = 19. Same routing as current MARTA #5
73 FULTONI	H.E. Holmes Station	Fulton Industrial Blvd	10	15	Mode = 19. Same routing as current M 73.
83 GRNBR/B	Oakland City Station	Camp Creek Parkway	10	15	Mode = 19. Same routing as current M 83, but extended along Campbellton road to Camp Creek Parkway to meet Regional Suburban Bus route along S.R. 6
85 ROSWEL/A	North Springs	Mansell Station	10	15	Mode = 19. Reroute between stations along the North Line extension via Alpharetta Highway (S.R. 9) and Mansell Road
87C ROSWEL	Dunwoody Station	Holcomb Bridge Station	10	15	Mode = 19. Extend route north along Roswell Road / Atlanta Highway (S.R. 9) through Roswell, along Holcomb Bridge Road to the Holcomb Bridge Station along the North Line Extension.
185 ROSALP	Holcomb Bridge Station	Windward Station	10	15	Mode = 19. New route for model between Holcomb Bridge and Windward stations on the North Line extension along Holcomb Bridge Rd, Main Street (S.R. 9), and Windward Pwy.
39B BFDHYBR	E6	E6	E6	E6	
BRT MEM_A	E6	E6	E6	E6	Subject to confirmation with MARTA
BRT MEM_C	E6	E6	E6	E6	Subject to confirmation with MARTA
DAMAR*	Dallas/Hiram P&R	Marietta	15	30	Mode = 59. Route from Marietta LRT station along Dallas Hwy (S.R. 120) until U.S. 278 and along U.S. 278 to Dallas / Hiram P&R
LAWWDRD*	Marietta Station	Windward	15	30	Mode = 59. Route from Marietta LRT Station and Windward Station along Roswell Road (S.R. 120), Alpharetta Hwy / Main street (S.R. 9), and Windward Parkway
WDRDLAW*	Windward Station	Lawrenceville Station	15	30	Mode = 59. Route from Windward Station to Lawrenceville Station along North Point Parkway, Old Milton Parkway/Abbots Bridge / Duluth Highway (S.R. 120) to Lawrenceville Commuter rail station
DULLAW*	Duluth Station	Lawrenceville Station	15	30	Mode = 49. Route between Lawrenceville and Duluth rail stations along Duluth Hwy (S.R. 120) via Discover Mills.
SR85*	Fayetteville	SCTC	15	30	Mode = 59. Route from Fayetteville Square to SCTC via S.R. 85, I-75 and Aviation Blvd
NEWSLKE*	Newnan	Morrow Commuter Rail station	15	30	Mode = 59. Route from Newnan to Morrow Commuter Rail station via Bullsboro Dr (S.R. 34), Floyd Far Pkwy / Lanier Ave / Heard Pkwy / Jonesboro Road (S.R. 54).
TARABLVD*	SCTC	Griffin	15	30	Mode = 59. Route between SCTC and Griffin Commuter rail stations along Tara Boulevard (U.S. 19/41)
50 BHOMES	E6	E6	10	15	Mode = 19.

<sup>3</sup> Route Name from E6 2030 “2030 E6 Transit Boardings\_080207 Model Run.xls”

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## 10. Regional Suburban Bus Routes – The proposed Regional Suburban Bus routes are in Table

6. Unless otherwise noted, these routes all have a Mode = 57.

*Table 6 – Proposed Regional Suburban Bus Routes*

Route	Terminal 1	Terminal 2	Peak	Off-Peak	Comments
CUMCONY	Cumming P&R	Conyers Busway station	60	60	Cumming to Conyers route via Buford Highway (S.R. 20) to Lawrenceville, Scenic Hwy (S.R. 124) from Lawrenceville to Snellville, Lenora Church Road Snellville to Loganville Hwy, and Loganville Hwy (S.R. 20) to Conyers Busway station.
CUMSTMTN	Cumming P&R	Stonecrest Busway station	60	60	Cumming to Stonecrest Busway Station along Atlanta Hwy (S.R. 9), Peachtree Pkwy/Medlock Bridge (S.R. 141) to Abbotts Bridge (S.R. 120), Buford Highway to Pleasant Hill Road, to Lawrenceville Hwy (U.S. 29), Mtn Industrial Blvd (S.R. 140), to E. Ponce de Leon/Main St / Stone Mountain – Lithonia Hwy to the Stonecrest Busway Station
ACWDUL	Acworth P&R	Duluth Commuter Rail	60	60	Acworth to Duluth via Roswell and Peachtree Corners using S.R. 92 to Roswell, Holcomb Bridge (S.R. 140) to Peachtree Industrial (S.R. 141) to the Duluth Commuter Rail station
CANDUL	Canton P&R	Duluth Commuter Rail	60	60	Canton to Duluth via Roswell and Peachtree Corners using S.R. 140 and S.R. 141 to the Duluth Commuter Rail station
SR 6	Dallas / Hiram P&R	Airport	60	60	S.R. 6 route from Dallas / Hiram P&R to the Airport along S.R. 6 (James Pkwy/ Thornton Rd / Camp Creek Pkwy)
SFULPKY	College Park Station	South Fulton Parkway / Cochran Mill	60	60	Route to Cochran mill Nature preserve from College Park Station along I-85 and South Fulton Parkway
NEWMDGH	Newnan P&R	McDonough	60	60	Newnan to McDonough route along Roosevelt Hwy (U.S. 29), Jonesboro Road (S.R. 138) to the Jonesboro Commuter Rail Station, then Lake Jodeco Road (S.R. 351), Hudson bridge / Eagles Landing past Henry Medical, to Davis Hwy (S.R. 42) into McDonough Square
UNCTSLK	Union City Commuter Rail	Morrow Commuter Rail	60	60	Union City Commuter Rail station to Morrow Commuter Rail station near Southlake Mall via Flat Shoals Road, E. Fayetteville Road, Riverdale Road (S.R. 139), Upper Riverdale Road, Tara Blvd (U.S. 19/41), and Mt Industrial blvd/ Mt. Zion Blvd.
JONLWLE	Jonesboro Commuter Rail	Lawrenceville Commuter Rail	60	60	Route between Jonesboro and Lawrenceville Commuter rail stations via Stockbridge, Mt. Arabia, Lithonia and Snellville using S.R. 138 (Henry Hwy / North Henry Pkwy / Stockbridge Highway), Klondike Road, and S.R. 124 (Turner Hill Rd / Centerville hwy / Scenic Hwy)
GR 477A	Hiram / Powder Springs	Cumberland	30	60	Change Mode = 57 since runs primarily on arterials. While existing 477 started Feb. 11, 2008 is Hiram – Midtown, keep route same as E6 for comparison with E6 model.
GR 477B	Hiram / Powder Springs	Cumberland	30	60	Change Mode = 57 since runs primarily on arterials. While existing 477 started Feb. 11, 2008 is Hiram – Midtown, keep route same as E6 for comparison with E6 model.



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11. Transit Ways – The proposed Transitways are in Table 7. These projects are ill-defined in terms of mode and headway at this point and individual in nature similar to the Lindbergh \ Emory connector in E6. Treat each of these assumptions as very flexible in nature and represent the best professional judgement of the type of service with the information currently available. Assumptions are listed in the “Comments” table. (These routes should be modeled only if enough time and resources are available).

*Table 7 – Proposed Transitways*

Route	Terminal 1	Terminal 2	Peak	Off-Peak	Comments
CANTONFG	Canton Transfer Center	Town Center LRT Station	15	20	Mode = 15, rail mode based upon findings of RL Banks commuter rail study indicating a market for rail transit in Cherokee. Not commuter rail, because of challenges of Georgia Northeastern ROW. Use I-575 alignment for location with modelled stations at Bells Ferry, S.R. 92, Sixes Road, and S.R. 5 (Marietta Hwy).
AIRPLOOP	Airport Station	SCTC	10	10	Mode = 10. While this project might end up being a fixed guideway, the purpose of the project is primarily circulation like a shuttle bus/circulator making Mode = 10 the nearest applicable mode code available in the current model. General alignment should be a bi-directional loop following the Airport Loop Road to the North, Forest Parkway to the south, Old Dixie Highway to the east, and I-85 to the west. Modeled stations in addition to the terminal stations should be at Forest Parkway and Riverdale Road, Forest Parkway and Farm Drive, Airport Loop Road and Atlanta Road, Airport Loop Road and Delta Blvd.
STHFULTON	Oakland City	Cochran Mill Nature Preserve	30	60	Mode = 17 because of its likely limited stop nature because of projected low population density and location completely within MARTA service area. Route should parallel 83 GRNBR/B Arterial BRT route, but extended to Cochran Mill Nature Preserve and end point of Regional Suburban Bus Route SFULPKY via Campbellton Road, Cascade-Palmetto Highway (S.R. 70 and S.R. 154), and South Fulton Parkway
NEWMCDON	Newnan	MdDonough Square	30	60	Mode = 57 because of its likely limited stop nature, the distance of the route, and cross county nature. Definite intersecting stations are Senoia and Griffin. General alignment should follow S.R. 16 between Newnan and Griffin and S.R. 155 between Griffin and McDonough Square.